



# The Flightline



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Newsletter of the Propstoppers RC Club

AMA 1042

June 2007

## The President's Message

Time seems to be flying by. The Warbird fun fly was a success and those who came had a good time. Next was Pride Day for Middletown township which turned out Great thanks all that turn out. Those who flew did an outstanding job. Those who turned up with displays made the day thanks for coming out. This month holds another adventure.

Come out and fly on **Aerobat day June sat. 16<sup>th</sup>** **If you need more info contact Al Basualdo**

For those who want to fly FUEL planes remember **every Sat** they can be flown at Sleighton field. **Electric** can be also flown at the same time.

Remember This is the month for the meeting to be at the field if you want to fly **bring a plane fuel or electric** a have a ball.

We are still looking for fields any one with a lead please let us knows.

Don't forget show& tell

**Dick Seiwell, President**

### Agenda for June 12<sup>th</sup> Meeting

At Sleighton Field;

Flying from 5 pm; Meeting 7pm.

1. Membership Report
2. Finance Report
3. Review of Club Scheduled Activities
4. Plan for Club Picnic
5. Plan for Aerobat Day
6. Old Timer Building Program Status
7. Show and Tell
8. Flying till dusk.

## Minutes of the Propstoppers Monthly Meeting

### 8<sup>th</sup> May at the Middletown Library

The meeting was called to order at 7:30PM by Vice-President

Dave Bevan

Roll-call by Ray Wopatek found 20 members present

Minutes of the previous meeting as printed were approved by the membership.

A treasurer's report by Phil Oetinger was presented. Dick Seiwell said the club funds will pay for cutting both fields despite the original budget being for one.

#### Old Business

Dick Seiwell said he is cutting both fields on Thursdays. He said he moved the pit area at Sleighton field to keep flying away from the neighbors.

#### New Business

Our next event is Aerobat Day scheduled for June. At the meeting Dave Harding incorrectly stated that it would be the Picnic. The Picnic is scheduled for July.

The next four meetings June, July, August and September are scheduled to take place at Sleighton field. The meeting time will be 7:00 p.m. to take advantage of daylight. Flying will begin at 4:00 p.m. and gas power is allowed. Flying will also take place after the meeting.

#### Show and tell

Dave Harding again showed his 4-motor B-24 and the Cox Spitfire. He also showed an Elfin diesel motor and a Mills .075 diesel. He demonstrated his pitch gauge and showed us how we can measure prop pitch.

Al Basualdo showed his Horizon Hobbies Tribute made of molded foam. It is a high-powered aerobatic model.



He also showed his Dragonfly ornithopter which he flew around the meeting room.



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## Calendar of Events

### Club Meetings

Regular Summer Meeting at Sleighton Field: Flying from 5 pm, meeting 7:00 pm  
Tuesday 12<sup>th</sup> June, 2006

Next Meeting Tuesday 10<sup>th</sup> July 2007 at the field.

Tuesday Breakfast Meeting  
The Country Deli, Rt. 352 Glenn Mills  
9 till 10 am. Just show up.  
Flying afterwards at Sleighton Field

### Regular Club Flying

At Middletown / Sleighton Field  
Monday - Friday;  
10 am until dusk - Electric Only  
Saturday  
10 - 3pm-for FUEL PLANES and  
10 - Dusk for Electric  
Sunday - 12 - Dusk - Electric Only

At Christian Academy; Electric Only  
Monday through Friday after School till dusk  
Saturday 10 am till dusk  
Sunday, after Church; 12 pm till dusk

### Special Club Flying

Saturday mornings 10 am Sleighton Field  
Tuesday mornings 10 am Sleighton Field  
Thursday evenings 5pm on CA Field

Note; only electric powered airplanes.  
Beginners using due caution and respecting club rules may fly GWS Slow Stick without instructors.

Pete Oettinger showed his new pusher electric model. John Tripier a showed his micro helicopter that is controlled by an infrared transmitter.



Ed Goretzka showed his 1938 Canadian Moffett rubber model that he converted to electric. It is ready to fly.



Mick Harris showed a 1936 Fairley Wakefield, an original rubber model converted to electric. One unique feature of this plane is an all flying stabilizer rather than a separate elevator.



Mick then gave a demonstration on covering materials and their application.

The meeting was adjourned at 8:45 p.m.

**Richard Bartkowski, Secretary**

### Propstoppers RC Club of Delaware County, Pennsylvania.

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## ***Propstoppers at the Middletown Township Community Pride Day***



Middletown Township Community Pride Day turned out to be a fine outing for the Propstoppers. The attendance was good; there was a variety of planes flown and a nice group of models on display. Also the weather was good and better than forecasted as the winds turned out to be moderate all day. We were once again unfortunate in only having a small spectator attendance as our flying field, the school football and baseball field was out of sight from most of the activities. If we do this next year we must plan on a way to get the attention of the spectators. But as it turned out it was a fine picnic for the club and those that did show enjoyed it.



Chuck Kime brought his wife Tina and if you weren't flying you were probably debating or telling jokes with her. You must bring her out to more club events Chuck.

Dr. Mike showed up with some different models, all of them hot! Here is instructing club president Dick Seiwel on the controls of a hot Cessna. It flew well and was perfectly suited to the small field.



Phil Oetinger brought along his out-sized, gas powered, biplane and after a shot of model diesel fuel as a prime, it ran just fine so Phil taxied it around to get the feel of it. I don't know how he has such control of his behavior at his age. I certainly would have included a short hop in the flight plan. But Phil just kept it down and taxied around.

**Middletown Pride Day; continued.**

*Phil Oettinger with his Lazy Ace. John Drake's IFO in the background*

This has been a good meet; we should make more of it next year.

**Dave Harding**

**Delta Darts and a Bunch of Kids**

On Friday, May 25, I had the pleasure of assisting in a Delta Dart fly-in. It all started with a request by Dave Harding's daughter, Pauline, for help in holding this event for a group of 8 to 10 year old school students from the Penn Delco Gifted Student Program. The students built the darts in school several weeks earlier. Then after a slight delay, we were able to get together at the Brookhaven Municipal Hall/Gym. Pauline and I showed up a little early and got set up. The busload of kids showed up, and they all had lunch in the Butterfly Park across the street.

Then, the big moment...the darts were distributed to their owners, and they formed a line. Pauline and I, along with the teacher, gave them several pointers on proper field etiquette, winding, and launching.



As each student launched we would watch and show them changes to make in technique, or make small changes in the plane - a bit of clay on the nose, a masking tape rudder, or aileron. The biggest problem seemed to be launching it like a football and folding the wings. Luckily, we had plenty of CA and a hot glue gun so just about everyone stayed airborne. There were some truly fantastic flights. Some flew to the ceiling, others, the length of the hall.

As the kids were arriving, and during a few slow periods, I flew a couple of my rubber planes and my Air Hogs. I also taxied my Super Cub around the hall. The kids really enjoyed the demos.

If the kids had as much fun as I did, they had a fantastic time.

The teacher is to be commended for bringing such a great group of kids. While there was a great deal of excitement, and things going on, the discipline displayed by the kids was great.

If you ever get a chance to participate in a Delta Dart event, you should give it a try. A little time. A little effort. A LOT of fun.

**Chuck Kime**

**Propstoppers First Annual Aerobat Day**

How about a day of flying with the emphasis on aerobatics; from basic loops and inverted flight to full 2 D performance. Come out and join us to fly or just spectate and support the club events.

We will hold this event at Sleighton Field so drag out your old Morris the Knife, your Extra 300 and whatever glow powered models you have been storing in the model room for the last few years.

Any model that can perform a loop or wing-over qualifies as an aerobatic airplane. Any one that wants to work on their flying skills should come out on the 16th and have some fun (will try to setup one of my airplanes on a buddy box system)

**Al Basualdo**

## More Fun in the Sun – San Diego Style



This time of the year San Diego days start with the June Gloom, a persistent marine layer that might not burn off till early afternoon, and such was the case with this year's Mid Winter Electrics Spring Fling.

I really didn't know I would get the opportunity to go to this excellent old meet, but with my wife pining for a visit with grandchild #6 we fit this visit into her schedule. Of course I coordinated with my SoCal flying and eating buddies and SAM president, Mike Myers, asked if I planned to go to San Diego. This opportunity had not registered with me because a May trip was not on the master schedule for this year. Hmm... well, there are all kinds of chores in store for us in South Pasadena but since we would arrive on Tuesday maybe I could build up enough points by Saturday! And so it was that we headed down "the 5" to San Diego to find things in full stride.

The Mid Winter Electrics has been held by the pioneering all-electric club the Silent Electric Flyers of San Diego for many years [www.sefsd.org](http://www.sefsd.org). The club includes a number of leading flyers and technologists including Steve Neu and several other members of the US F5B team. You remember that F5B models are sometimes called "welders" because of the very high currents drawn by their motors in competition. The number is now up over 200 amps for about five seconds a burst; enough to weld ¼ inch steel plate! They have been clocked at over 200 mph. So demanding are these models that Steve has taken his custom made contest motors and developed them into a line of high-quality commercial products. I am using one of his motors in my SAM model; the big Stardust Special. In this application I hope to draw almost 100 amps in European SAM competition, from a Steve Neu LiPo yet!

Why mid winter in May? San Diego weather is always mild but in mid winter it can be wet and windy, and it was for a succession of MWE meets a few years ago. So the organizers said why don't we just move it to May? And they did so about three years ago. But just as the event was on the verge of going big the San Diego city government got involved by levying a vendor tax. The SEFSD field is on city park land adjacent to Sea World. This late decision almost resulted in cancellation at the time, but wiser heads eventually prevailed and the meet was put back on track, but not

before cancellation by some vendors. It seems to me that it has not grown in the same way as more recent events like the NEAT Fair, the SEEFF meet in the Atlanta area and this years Arizona meet, the week after the Eloy SAM event. These meets have grown to huge proportions both in terms of flyers and vendor participation.

Nevertheless, this Year's MWE turned out to be pretty good on all counts. One might give it the cache "Big LiPos" as most of what was sold and demonstrated involved big airplanes, big motors, big performance and big LiPos. In my opinion, there is now no difference in performance for any sized airplane between electric and gas. Another trend appears to be the vendors abandoning brushed motors and their support equipment. The Diversity Models stall had two parts, one for the sale of Steve Neu's motors and LiPoly batteries and Castle Creations ESCs, the other a fire-sale of brushed motor equipment including many excellent gearboxes. The latter becoming surplus to requirements because of the pervasive outrunner style of brushless motor. Since I plan to build some custom gearboxes I stocked up on these items, but I could not bring myself to buy a brand new in box Astro geared 035 for \$10, they had three of them for sale.

There were a good selection of airplanes, some scale, some full-up pattern ships in all sizes, and some flat foamies in larger sizes; there was a vendor selling these in flat kit form. Then there were the gas conversions like the Ultra Stick that apparently had a thrust/weight ratio of two. It flew that way too.



The Fliton Team was there in force; <http://fliton.com/new/doc/frame.asp> they flew the whole variety of sizes at once in a coordinated aerobatic routing. There were five aircraft from small to huge; most impressive! Several vendors flew large pattern ships to display their wares, but also prove that such airplanes can do anything a gas powered version could too. Typical was the plane in the lead photo that sought to prove the Xtreme 2.4 GHz radio could do anything a 72 MHz system could do. <http://www.xtremepowersystems.net/>



They also flew a giant scale jet with two ducted fans and a total installed power of 6500 watts. That is about nine horsepower guys, equivalent to two racing 91 fan engines on full nitro.



I believe Xtreme Systems built this plane to serve as a maximum electrical noise test bed. Just to prove their system is interference free in the most adverse environment. These systems are available to retrofit your old Futaba or other high-end radio by replacing the Tx RF module with their 2.4 GHz one, and then you use their receiver too. There are several different architectures for all the 2.4 GHz systems; DX, Futaba and Xtreme to name the first three I have seen or read about. It is probably too soon to assess the relative strengths and weaknesses of these systems but you must give Xtreme an A for effort in proving their product. Of course all this power needs an energy supply and you can just see some of it in this picture.

Multiplex/Hitec was there in force and has been a major sponsor of the MWE for years. They demonstrated a

wide variety of new models, most of them molded in "bounceable foam". These included an excellent aerobat, the AcroMaster, a new 2.6 meter glider, the Colaris and a ducted



Fan model, the Twister. The latter comes with a brushless motor and fan. .



There were a number of ducted fan models flying and all of them had excellent performance, some of them spectacular. The Electric Jet Factory, <http://www.ejf.com/> flew their excellent Sport Jet, clearly with brushless power.

There were also several brushless powered flying wings and deltas of various sizes but all of them flew well over 100 mph; scary!



Old Tucson friend Jim Winters took a bunch of his models to fly and show, two of them kit bashed into water bombers, a common sight in the west. One was made from one of Multiplex's new version of the twin speed 400 powered Twin Star, also in soft foam. Jim added a landing gear and steerable nose wheel and the water bomber paint scheme. It looked great. He is using the Xtreme 2.4 GHz system in all his planes and of course he upgraded to brushless power too.



But one of the nicest planes at MWE was a 60 sized Spitfire with retract. It looked great on the ground and it flew beautifully in a very scale like manner too; well, until he performed consecutive loops it did.



Oh yes, there were big bad helicopters too. And we witnessed the most aggressive maneuvers close to the ground that I have ever seen. Indeed one chap flew one inch under ground and did some expensive damage.

After we spent all of our money with the vendors and watched the demonstration flights we drove over to the Dymond Models store in San Diego to buy some brushed motor ESCs with brakes for the new SAM Speed 400 event (similar to the European event). We found a couple of Jeti units at a reduced price and it was explained to us that they were selling off all their brushed motor stuff too. Watch out for this trend folks, we don't want to be stuck with motors we can't use.

San Diego is a special place for me and I never pass up the chance to go. And this was another excellent visit. Good company, an easy drive (I was the passenger) and a fine modeling event at a great site. A good day out.

**Dave Harding**

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# Propstoppers R.C. M.A.C



*"Good Hands Al" Basualdo hovers his Red Bull Aerobat during the Propstoppers Middletown Community Pride Day Activities at the Williamson Free Trade School*

## Regular Summer Club Meetings at Sleighton Field;

June, July, August and September

Fly from 5pm  
 Meeting at 7pm  
 Then fly till dusk

Gas flying permitted but watch the noise levels.

## Future Special Flying Events

Tuesday 12<sup>th</sup> June, Regular Club Meeting at Sleighton Field; Flying from 5pm.

Saturday 16<sup>th</sup> June, Aerobat Day  
 Saturday 14<sup>th</sup> July, Club Picnic  
 Saturday 4<sup>th</sup> August, SAM meet in Cape May. Join SAM 76 driving down. And, of course, Every Thursday evening at Christian Academy field, weather permitting.